

# AUTOMOBILE NEWS

## SPEEDWAY CLASSIC WILL BE AUTO FEATURE MAY 30

Many Cars Will Race at Indianapolis in 300 Mile Event—Barney Oldfield, Ralph Mulford, Dario Resta, Gil Anderson, Eddie Rickenbacher and Other Stars Will Compete—Nine Foreign Cars Will Be Entered in Big Speed Classic

Indianapolis speedway's 300-mile race has emerged from the clouds that overshadowed it, when the entries closed, as the final count showed 29 cars eligible to try for a chance at the \$30,000 prize.

It has been the contention of the studios followers of the auto speed sport, since the construction of additional speedways, that Indianapolis, from the spectator's standpoint, will have the best race of the year, because it is the only course in the country where the public gets its money's worth in the exhibition of driving skill, and not a mere display of mechanical efficiency in the production of high speed, which becomes monotonous.

### Two Runners In.

With nine foreign and 20 American cars, numbering among their drivers eight stars of the first magnitude, and the fame that goes to a winner on the Hoosier course, the race bids fair to fulfill all the predictions. With the race lowered to 300 miles the drivers will not save their cars as they would were it the five-century distance and the average for 300 miles will probably be as fast if not faster than De Palma's 89.84 for the last 500, if the same weather conditions hold. Should

the day be warm it will hustle the winner to put the average at the 85-mile mark, even for the shorter distance.

In the field of 29 drivers, not a single winner of any of the 500-mile races can be found. Two runner-up pilots, however, have put in an appearance, Ralph Mulford, 1911 runner-up, drives a Peugeot, and Dario Resta, last year's second place man, has the same Peugeot that he piloted in 1915. The only one of the runner-up drivers in the five races now dead is Spencer Wishart, who held that place in 1913. Teddy Tetzlaff, 1912, and Arthur Duray, 1914, are not listed. Teddy is in California while Duray is serving with the French army.

The missing winners and the years they were victorious follow: Ray Harroun, 1911; Joe Dawson, 1912; Jules Goux, 1913; Rene Thomas, 1914; Ralph DePalma, 1915. Harroun has retired, injuries prevent Dawson's driving, Goux and Thomas are in the military service in France, while DePalma did not see fit to drive in Indianapolis. Cooper on Fense.

Eight star drivers will face the starter on Memorial Day if their cars stand the test in the time trials. This may be increased to nine if pending

### 29 CARS ENTERED IN BIG CLASSIC.

Drivers and cars announced by the Indianapolis speedway for its 300-mile race Memorial Day follow:

Driver.	Car.
Dario Resta	Peugeot
Ralph Mulford	Peugeot
John Aitken	Peugeot
Charles Merz	Peugeot
Barney Oldfield	Delage
Jack LeCain	Delage
Not named	Delage
Joseph Christiansen	Sunbeam
Not named	Sunbeam
Louis Chevrolet	Frontenac
Arthur Chevrolet	Frontenac
Gaston Chevrolet	Frontenac
Gil Anderson	Premier
Tom Rooney	Premier
Harry Stillman	Premier
Billy Chandler	Crawford
Dave Lewis	Crawford
Art Johnson	Crawford
Eddie O'Donnell	Duesenberg
Wilbur D'Alene	Duesenberg
Not named	Duesenberg
Eddie Rickenbacher	Maxwell
Pete Henderson	Maxwell
Eugene Stacher	Erwin Special
Grover Bergdoll	Erwin Special
Tom Alley	Ogren Special
C. F. Du Chesneau	Ogren Special
Not named	Ogren Special
S. Osteweg	Osteweg Special
Not named	Mystery car(?)

drivers are Dario Resta, Barney Oldfield, negotiations land Earl Cooper, for one of the Delage entries. The best known field, Ralph Mulford, Eddie Rickenbacher, Joseph Christiansen, Louis Chevrolet, Gil Anderson and Eddie O'Donnell.

Two drivers nominated are coming back to the sport after a retirement of some months and years. Charley Merz, retired in 1913, after finishing the 500 with his Stutz car afire. Harry Stillman, a former team mate of Ray Harroun, on the Marmon outfit, is the fellow who is doing the real "come back." Harry has not done much driving since 1909 and 1910, but has been employed by the Olds and Lyons-Atlas factories as an engineer. The veteran is carded to drive a Premier.

It May be a Chandler. Among the 10 foreign cars are numbered four Peugeots, three Delage and two Sunbeams. The American field has four three-car teams, Frontenac, Premier, Crawford and Duesenberg. Two two-car teams are Maxwell and Erwin Special. Individual entries are Ogren Special, DuChesneau Special, Osteweg Special and that "Mystery" car from Cleveland. It is rumored that the last named car, entered by a Cleveland, is a Chandler car, with another name.

All but seven of the 21 cars for the New York sprint card are entered at Indianapolis, which will mean that drivers in the Gotham events will have to work fast to get their mounts properly tuned for the Hoosier classic and take their trials Friday and Saturday, before the race.

## REO CAR SALES MAKE RECORD

"Never before has the Reo motor car been in such popular demand as has been experienced in the past few months," says Mr. Geo. Wells, manager of the Royal Hawaiian Garage, local distributors for the Reo car.

"The absolute reliability and the wide flexibility of the Reo combined with the former reputation for incomparable service, has made the demand for Reo motor cars greater in the last three months than has been experienced in the last two years. And sales have jumped in the same proportion."

"The Reo has justly been called 'the acme of standardization,' for in the midst of sensationalism and experiment, the Reo has maintained its prestige for progressive conservatism. We believe the majority of buyers really want service rather than sensationalism, and that is the big idea back of the Reo cars."

"Our Reo engineers have concentrated on the perfection of present models to the point where the cost of maintenance is the lowest it is possible to attain. This, we find, is what the buyer wants."

The Royal Hawaiian Garage has made a record in the sale of Reo cars within the past few months and from the present demand, Mr. Wells says sales will strike an even higher average.

### CLAIMS SUCCESS FOR GASO-TONIC

W. A. Anderson of the Acetylene Light and Agency Company, introducing the new product, Gaso-Tonic, to local owners, yesterday expressed unbounded satisfaction at the success which it has met with since its introduction.

"What Gaso-Tonic means to the motorist," said Mr. Anderson, is: "First, more power; second, more speed; third, more mileage per gallon of gasoline; fourth, carbon elimination; fifth, smaller repair bills."

"All these things come without the slightest injury, for Gaso-Tonic contains no acid, ether or other ingredients harmful in any way to the motor or to the car itself. This is absolutely guaranteed."

"There is no mystery about Gaso-Tonic excepting the manner of its making."

"The reason for its wonderful work can be told in two words: perfect combustion."

"Perfect combustion means more

## WAY TO MORE MILEAGE FOR CAR OWNERS AND THOUGHTFUL DRIVERS

### ARTICLE TWO

The application, care and usage of tires are necessary things to consider, but it is essential to good service that the correct type and size be adopted. Car construction, power, lateral strains and traction strains to the tires must be kept in mind when deciding upon diameter and cross section of tire equipment, but the weight of car is probably the most important thing.

The weight of the car can be ascertained by running the front half of it on platform scales, then rear half, and the weight carried by each tire will be one-half of the respective amounts. Middle of wheel base will be the weight dividing point between the front and rear halves of car. The approach to the scales should be level and, if reasonable care is exercised, the total of the two operations will be within 20 or 30 pounds of the weight of the car when all of it is upon the scales.

**Tire Types.** Much delay and annoyance can be avoided when ordering new tires by specifying the style. Regular clincher cases have stretchable beads and

power, more speed, more mileage, easy starting and no carbon.

"No carbon means smaller repair bills."

"Gaso-Tonic makes gasoline mix readily with air. Perfect mixture means perfect combustion."

"Most people report from 20 to 50 per cent more mileage from the same amount of gasoline when Gaso-Tonic is used."

The Goodyear Tire & Rubber Co.,

are designed for use on regular clincher (one-piece) rims; they are sometimes used also on Quick Detachable clincher rims. When used on Regular Clincher rims it is desirable for sizes including the 4-inch and above, to use clips or stay bolts to hold beads securely in rim clinches. When using Regular Clincher tires on Quick Detachable Clincher rims, it is necessary to use flaps to protect the inner tubes.

Quick Detachable Clincher cases have non-stretchable beads and can only be used on Quick Detachable Clincher rims and the split type of Clincher rims. This style of tire should always be equipped with flaps.

Straight side or straight bead cases have non-stretchable beads imbedded in the base and are designed only for Quick Detachable Straight Side Rims and split type of Straight Side Rims. This style should always be equipped with flaps. Straight Side tires are sometimes used on Quick Detachable Clincher rims having filler beads fitted in clinches of rims. This is not to be recommended, however, as the base width of this style of rim is not suitable for Straight Side tires.

Akron, Ohio, is one of the tire companies whose experience extends back to the beginning of the industry, and was the first company to produce the straight side, or "No Hook" tire. Goodyear tires of this type were used by King Edward VII.

### SOUNDS REASONABLE.

"Smith tells me he has been graduated from an automobile school." "Yes; he feelingly refers to it as alma motor."

## NEW ZEALANDERS LIKE CADILLAC AUTOMOBILE

How American autos and tires are successfully competing in foreign lands is shown by a letter just received by E. E. Dodge, manager of the von Hamm-Young Co.

This letter, which is from New Zealand, tells why the invasion of American-made goods has become effective, and why these goods are holding their own in the face of fierce competition. Norman L. Emms, proprietor of the Takaka-Nelson Motor Service, a company that operates Cadillac motor cars equipped with United States Nobby Tread tires, between Nelson, Motueka and Takaka, New Zealand, writes that his motor stages average over 100 miles daily over roads that are very bad in many places.

"The run of our Cadillac with its Nobby Tread Tires," writes Emms, "is one that will put the best car and its tires to a severe test. Our Cadillac with its Nobby Tread tire

## NEW MODEL TIRE ARRIVED IN HONOLULU RECENTLY

R. M. Talbot, manager of the Federal Vulcanizing Co., local agents for Federal tires, has just received the first of a new design non-skid tire, which will be made in black rubber and will be known as the Traffic Tread. The samples that have been received are in the small sizes—30x3, 30x3½ and 31x4—and advice from the factory state that shipments of all sizes will be hurried through until the branch here is fully stocked with all sizes.

The plain and rugged tread white casings will be continued, and the same quality will be incorporated in the new casing that has made the rugged tread so popular.

Equipment has stood these trips so well that we could not ask anything more. The mileage we receive is well up in the thousands, averaging above 12,000 and 14,000 to the tire."

## GIBNEY SOLID TIRES

Honestly Made in an Honest Way

Distributor

THE VON HAMM-YOUNG CO., LTD  
Honolulu Hilo

**FIFTY-FIVE miles on a gallon of gasoline—the high record made by Goodyear Cord Tires in the Franklin fuel economy test last May.**

These tires equipped ten of the fifteen cars which exceeded 40 miles per gallon.

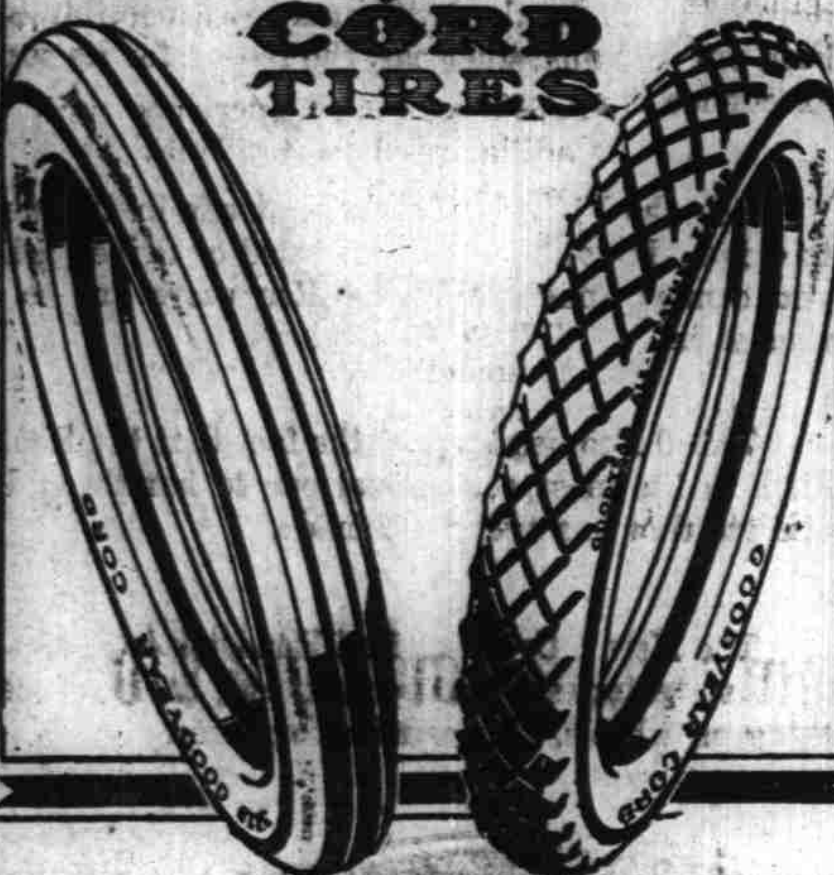
The flexibility of Goodyear Cord construction tends to increase gasoline mileage.

And it adds road mileage by protecting the tires against stone-bruise and blow-out—which shorten the life of many a good tire.

Goodyear No-Hook Cord Tires are fortified against—  
Rim-cutting—By our No-Rim-Cut feature.  
Blow-outs—By our On-Air Cure.  
Loose Treads—By our Rubber Rivets.  
Punctures and Skidding—By our Double-Thick All-Weather and Ribbed Treads.  
Insecurity—By our Multiple Braided Piano Wire Base.

Ask the nearest Goodyear Service Station Dealer for Goodyear Cord Tires, No-Hook and Q.D. Clincher for gasoline and electric cars.

**GOODYEAR CORD TIRES**



For Sale by

**Auto Service and Supply Co., Ltd.**

Sole Distributors

Merchant and Alakea Sts. Phone 4688

"At Ye Sign of Ye Free Air."

"Proper Inflation Means Increased Mileage."



**CHANDLER SIX**  
\$1295  
F. O. B. Cleveland

## "THE MARVELOUS MOTOR" The Name Still Holds

**W**HEN the Chandler pioneered the light-six field and changed the trend of the whole motor car industry three years ago, enthusiastic Chandler owners named the Chandler Motor "The Marvelous Motor." It was the marvelous motor. And it still is the marvelous motor, —more marvelous now than then. In every fundamental way it is the same motor, though more powerful and more flexible, and three years have served to refine it wherever refinement was possible.

In the midst of extravagant claims for new theories and untried ideas, the Chandler motor stands free from any hint of experimentation. From coast to coast men KNOW what this motor does, men KNOW they can DEPEND on it, men KNOW its service quality is enhanced by the fact that it is a PROVEN MECHANISM.

And Chandler bodies, the new big seven-passenger touring car body with its walnut-paneled tonneau cowl and new four-passenger Roadster, are the most beautiful bodies of the year.

### Come See the Chandler Now

Seven-Passenger Touring Car - \$1295  
Four-Passenger Roadster - \$1295  
F. O. B. Cleveland

**von Hamm-Young Co., Ltd.**

AGENTS FOR THE

CHANDLER MOTOR CAR CO., CLEVELAND, OHIO